FEDERAL AVIATION ADMINISTRATION

OBSTRUCTION DATA FOR ARRIVAL/DEPARTURE OF AIRCRAFT

ALEXANDER FIELD-SOUTH WOOD COUNTY AIRPORT

WISCONSIN RAPIDS, WISCONSIN

ODS 5430

1st EDITION

OC 5430
SURVEYED SEPTEMBER 1985
2nd EDITION

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U.S. DEPARTMENT OF COMMERCE
NATIONAL OCEANIC AND ATMOSPHERIC ADMINISTRATION
NATIONAL OCEAN SERVICE

OBSTRUCTION DATA SHEET

A new computer generated data run, called the Obstruction Data Sheet (ODS), has been developed to permit dissemination of airport obstruction survey data in a more timely manner following completion of surveys at airports. The ODS will be published as soon as possible after the survey and prior to the printing and distribution of the Airport Obstruction Chart. Thus, we expect that important survey data will be made available to users 3 or 4 months prior to the publication of the Airport Obstruction Chart.

The ODS will carry the same name and number as the corresponding Airport Obstruction Chart and will be made available to users on a one copy ODS for one copy Airport Obstruction Chart basis.

We plan to evaluate the ODS concept and format after users have gained some experience with the product.

FEDERAL AVIATION ADMINISTRATION

OBSTRUCTION DATA FOR ARRIVAL/DEPARTURE OF AIRCRAFT

THE ENCLOSED OBSTRUCTION INFORMATION IS THE RESULT OF THE FIELD SURVEY PERFORMED BY THE NATIONAL OCEAN SERVICE (NOS) FOR THE FEDERAL AVIATION ADMINISTRATION (FAA) IN ACCORDANCE WITH FAA FEDERAL AIR REGULATIONS (FAR) PART 77. THESE DATA ARE FURNISHED IN ADVANCE OF THE PUBLISHED AIRPORT OBSTRUCTION CHART (OC) OF THE CORRESPONDING AIRPORT.

THIS REPORT LISTS THE OBSTRUCTIONS EXISTING AT THE TIME OF THE SURVEY.

A DIAGRAM SHOWING RUNWAY ORIENTATION AND RELATED RUNWAY DATA IS INCLUDED.

OBSTRUCTION DATA IS LISTED WITH REFERENCE TO THE ARP OR THE RUNWAY END.

OBSTRUCTIONS IN THE PRIMARY, APPROACH/DEPARTURE SURFACES ARE REFERENCED TO THE APPROPRIATE PHYSICAL CENTERLINE END OF THE RUNWAY.

OBSTRUCTIONS IN THE TRANSITIONAL, HORIZONTAL AND CONICAL SURFACES ARE REFERENCED TO THE AIRPORT REFERENCE POINT (ARP).

POSITIONS AND ELEVATIONS HAVE BEEN TIED TO THE NATIONAL NETWORK OF GEODETIC CONTROL.

RUNWAY	SURVEYING CRITERIA.
PIR	Precision Instrument Runway. 50:1 Slope first 10,000 FT 40:1 for the next 40,000 FT
D	Nonprecision Instrument Runway with visibility minimums as low as ¾ mile. 34:1 Slope
C	Nonprecision Instrument Runway with visibility minimums greater than ¾ mile. 34:1 Slope
B(V)	Visual runway with visual approach only. 20:1 Slope
A(NP)	Utility runway with nonprecision instrument approach. 20:1 Slope
A(V)	Utility runway with visual approach only. 20:1 Slope

ANNOTATION OF SAMPLE OBSTRUCTION DATA

THE DISTANCES AND MAGNETIC BEARINGS COMPUTED FOR THE OBSTRUCTIONS THAT FOLLOW ARE REFERENCED TO THIS POINT

FAA PART 77 APPROACH CATEGORY FOR WHICH OBSTRUCTION SURVEY WAS PERFORMED

MEASURED FROM SOUTH

PHYS END RWY 34 D LAT 38 30 22.066N LONG 121 29 34.116W GEODETIC AZIMUTH 168 05 12

ELEV*	A**	OBJECT***	LAT	LONG	M BRG	DIST	OUTCL	OFFCL
0048	1A	WDI	38 31 04.201	121 29 40.588	354 7	4293	4277	377R
0092	1A	TREE	38 31 33.811	121 30 02.190	343 55	7593	7562	685L

ELEVATION ACCURACY DESCRIPTION

MAGNETIC BEARING DISTANCE

DISTANCE ALONG THE RUNWAY CENTERLINE EXTENDED

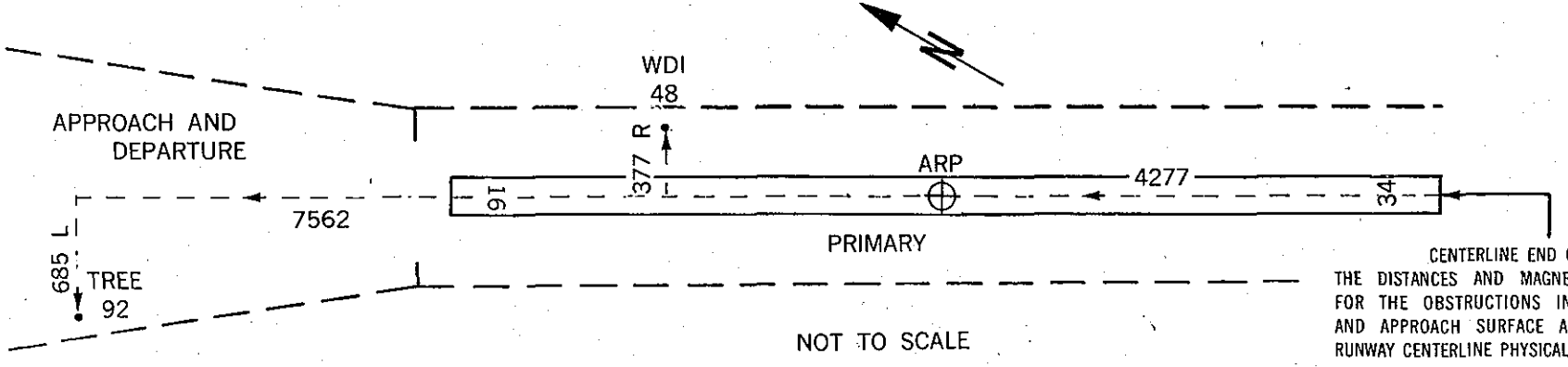
DISTANCE LEFT OR RIGHT OF CENTERLINE

*ALL DISTANCES AND ELEVATIONS ARE IN FEET

** ACCURACY IS CODED AS FOLLOWS

HORIZONTAL (FT)	VERTICAL (FT)
1 = 15	A = 2
2 = 40	B = 5
	C = 20

*** 15 FT ADDED TO NON INTERSTATE ROAD
17 FT ADDED TO INTERSTATE ROAD
23 FT ADDED TO RAILROAD



CENTERLINE END OF RUNWAY 34

THE DISTANCES AND MAGNETIC BEARINGS COMPUTED FOR THE OBSTRUCTIONS IN THE RUNWAY PRIMARY AND APPROACH SURFACE ARE REFERENCED TO THE RUNWAY CENTERLINE PHYSICAL END.

RUNWAY 2 CONDITION BV LAT 44 21 10.333N LONG 89 50 31.126W GEODETIC AZIMUTH 199 47 1

ELEV	A	OBJECT	LAT	LONG	M	BRG	DIST	OUTCL	OFFCL

*** NO OBSTRUCTIONS ***

RUNWAY 20 CONDITION C LAT 44 22 1.433N LONG 89 50 5.504W GEODETIC AZIMUTH 19 47 18

ELEV	A	OBJECT	LAT	LONG	M	BRG	DIST	OUTCL	OFFCL
1013	1A	TREE	44 21 7.840N	89 50 32.016W		199 27	5759	5759	25L
1021	1A	TREE	44 21 6.575N	89 50 33.438W		199 58	5914	5914	29R
1026	1A	TREE	44 21 3.704N	89 50 32.066W		198 10	6156	6154	163L
1051	1A	TREE	44 21 0.008N	89 50 31.872W		197 1	6509	6502	303L
1053	1A	TREE	44 20 59.396N	89 50 41.658W		202 36	6809	6801	345R
1077	1A	TREE	44 20 57.159N	89 50 41.003W		200 5	7474	7474	52R

RUNWAY 11 CONDITION ANP LAT 44 21 47.371N LONG 89 50 38.667W GEODETIC AZIMUTH 295 53 18

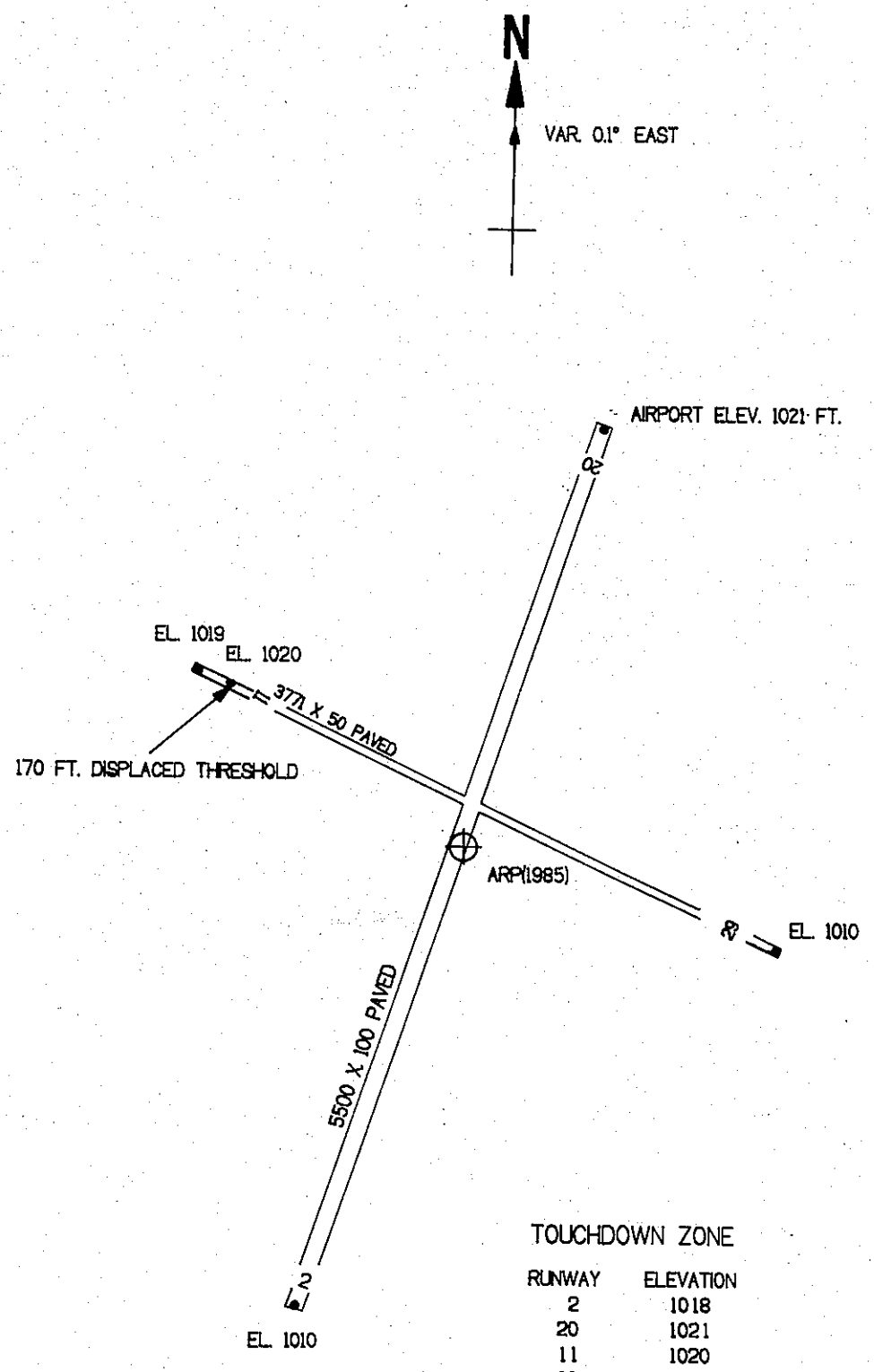
ELEV	A	OBJECT	LAT	LONG	M	BRG	DIST	OUTCL	OFFCL
1023	1A	GROUND	44 21 48.243N	89 50 34.012W		74 57	350	265	229L
1025	1A	LTD WIND TEE	44 21 39.834N	89 50 10.320W		110 14	2196	2186	213L
1021	1A	WINDSOCK	44 21 37.725N	89 50 4.648W		111 28	2658	2650	200L
1013	1A	GROUND	44 21 32.310N	89 49 50.914W		113 38	3790	3787	143L
1021	1A	SIGN	44 21 32.823N	89 49 50.130W		112 34	3822	3816	215L
1026	1A	TREE	44 21 28.516N	89 49 52.250W		119 25	3875	3868	245R
1015	1A	TREE	44 21 29.439N	89 49 50.327W		117 14	3954	3952	100R
1061	1A	TREE	44 21 28.737N	89 49 36.142W		112 27	4919	4911	286L
1076	1A	TREE	44 21 24.484N	89 49 36.320W		116 59	5088	5087	107R

RUNWAY 29 CONDITION ANP LAT 44 21 31.110N LONG 89 49 51.974W GEODETIC AZIMUTH 115 53 50

ELEV	A	OBJECT	LAT	LONG	M	BRG	DIST	OUTCL	OFFCL
1021	1A	WINDSOCK	44 21 37.725N	89 50 4.648W	305	56	1139	1121	200R
1025	1A	LTD WIND TEE	44 21 39.834N	89 50 10.320W	303	26	1599	1585	213R
1023	1A	GROUND	44 21 48.263N	89 50 34.012W	299	32	3514	3506	229R
1034	1A	ROAD (N)	44 21 46.159N	89 50 42.241W	292	33	3957	3951	224L
1051	1A	OL ON POLE	44 21 46.469N	89 50 43.266W	292	34	4038	4032	228L
1031	1A	ROAD (N)	44 21 48.525N	89 50 41.920W	295	49	4035	4035	2R
1048	1A	OL ON POLE	44 21 50.687N	89 50 41.121W	298	57	4084	4078	224R
1062	1A	TREE	44 21 48.276N	89 50 51.561W	291	47	4665	4654	327L

ARP 1985 LAT 44 21 37.249N LONG 89 50 17.098W GEODETIC AZIMUTH 0 0 0

ELEV	A	OBJECT	LAT	LONG	M BRG	DIST
1079	1A	OL AIRPORT BCN	44 21 39.530N	89 49 53.885W	82 6	1702
1039	1A	HANGAR	44 21 35.634N	89 49 52.108W	95 3	1823
1065	1A	TREE	44 21 56.177N	89 50 15.558W	3 14	1920
1045	1A	TREE	44 21 56.549N	89 50 13.800W	6 53	1969
1065	1A	TREE	44 21 58.506N	89 50 13.970W	5 55	2165
1069	1A	TREE	44 21 34.610N	89 49 47.125W	96 54	2194
1077	1A	TREE	44 21 45.304N	89 50 47.824W	289 59	2377
1073	1A	TREE	44 21 45.314N	89 50 47.837W	289 59	2378
1075	1A	TREE	44 22 1.362N	89 50 13.402W	6 10	2457
1073	1A	TREE	44 21 47.252N	89 50 51.050W	292 14	2667
1030	1A	TREE	44 21 11.073N	89 50 26.305W	194 4	2734
1082	1A	TREE	44 21 55.221N	89 50 48.039W	308 54	2892
1039	1A	TREE	44 21 10.347N	89 50 35.640W	206 13	3039
1028	1A	TREE	44 21 6.992N	89 50 28.349W	194 50	3171
1080	1A	TREE	44 21 2.343N	89 50 24.711W	188 48	3578
1048	1A	TREE	44 21 4.121N	89 50 40.533W	206 49	3762
1078	1A	TREE	44 22 11.436N	89 49 54.835W	24 56	3821
1076	1A	TREE	44 20 59.887N	89 50 27.196W	190 53	3854
1172	1B	STACK	44 20 11.361N	89 51 33.400W	212 25	10315
1174	1B	STACK	44 20 12.418N	89 51 35.726W	213 32	10317
1202	1B	ANT ON TANK	44 23 40.226N	89 50 28.289W	356 10	12480



TOUCHDOWN ZONE

RUNWAY	ELEVATION
2	1018
20	1021
11	1020
29	1019

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(NOT TO SCALE)